

25X1A

Notes on Automatically Deployed Survival Kits from Visit with  
[redacted] to Global Systems 5 March 1971

1. Global Systems and Koch are only companies presently flying automatic seat kits.

2. Three (3) basic systems in existence:

a. Altitude manual setting (aneriod operated) usually between 15,000 ft and S/L.

b. Time delay activation usually 0 to 15 sec.

c. Delay cartridge activation usually 4 sec. cartridge.

\* All of above systems have a manual override to stop the automatic features.

3. Of the systems described above, there are two (2) methods of activation.

a. System where man leaves the ejection seat after bailout. This system activated then after parachute deployment and is rigged to the chute.  
ex. F-104

b. System where man rides the ejection seat down to pre-set deployment altitude (like U-2R) when man leaves the seat, a cartridge time delay is activated, usually a four-second cartridge ex F-4

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4. In existence now is a mini-activator without aneroid or timer just a cartridge which generates gas on four sec. delay. F-104, F-101, F-105, A-7D. A-7D has this type presently flying.

B-57 ESCAPAC-1C does presently have automatic kit.

5. In some A/C retro-fit is possible. It appears from our discussions that such is the case with the U-2R.

6. An engineering effort would be necessary in our program only to the extent of combining an aneroid plus a four-second cartridge to allow for pre-setting altitude to terrain being flown plus low altitude bailout. As with other automatic kits, manual override would be a part of the complete package with retro-fit. No new kit necessary.

7. F-4 presently has 8 M dollar contract with Global Systems for automatic kits.

8. Experience factor utilizing this system extremely limited primarily because most bailouts with F-4 occur in SEA and manual override used with anticipation of jungle landing in high trees where seat kit should not be deployed.